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DELIVERY CAR

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This invention relates to motor cars and more particularly to the attachment for converting a motorcycle into a three wheeled unit or delivery car.

The principal object of the invention is to provide an auxiliary attachment in the form of body and chassis which can easily and simply be attached to a standard motorcycle and convert the motorcycle into a three wheeled unit or delivery car.

Another object of the invention is to transform an ordinary standard motorcycle into a delivery car for delivering freight or baggage by removing the rear wheel of the motorcycle and affixing a body and chassis to the frame of the motorcycle.

Another object of the invention is to provide an auxiliary attachment to a motorcycle in the form of a body and chassis including two wheels and a differential and means to drive the differential by a chain operable connected to a driving sprocket of the motorcycle.

Another object of the invention is to provide efficient means to attach the chassis and body to the motorcycle in such a manner so as to withstand the ordinary stress and strains of road shock.

Still another object of the invention is to provide a combined motorcycle, delivery or pleasure car including a body for holding passengers or the articles to be delivered, said body having an extended portion of the roof which covers the seat of the driver.

Other objects of the invention will appear as the disclosure progresses. The drawings are intended merely to indicate a possible embodiment of the invention. It is obvious that the actual needs of manufacture may necessitate certain mechanical changes. It is therefore not intended to limit the invention to the embodiment illustrated but rather to define such limits in the appended claims. For a more general understanding of the invention attention is called to the drawings. In these drawings like reference characters denote like parts throughout the specification.

Figure 1 is a side view of the delivery car attached to a motorcycle.

Figure 2 is a top view of the chassis with the body removed.

Figure 3 is a view partly in section of the front cross member of the chassis.

Figure 4 is a perspective view of the truss member.

Before proceeding to a more detailed description of the invention, it must be clearly understood that although the attachment herein illustrated is shown in connection with an Indian motorcycle, the same can be efficiently applied, with very slight modifications to any other make of motorcycle.

Referring now to the drawings in detail numeral 1 designates a standard motorcycle, 2 the usual front frame, and 3 the rear fork which serves as a bearing for the usual rear wheel. For the purpose of this invention, however, the rear wheel is removed and the fork attached directly to the central cross member 4 of the body chassis. The chassis includes side members 5 and 6, a rear member 7 and a front cross member 8. The rear member 7 and the cross member 4 are securely fastened to the side members 5 and 6 by the gusset plates 9 and 10. The front cross member 8 is attached in the center to the front frame 2 by the clamp 11. The ends of the member 8 are fastened to the ends of the side members 5 and 6 as shown in Figure 2.

The member 8 comprises hollow sleeves 12 and 13 into the ends of which are screwed bolts 14 and 15. The bolts 14 are adapted to be connected to the frames 5 and 6 and the bolt 15 connects with the clamp 11. To absorb the vibration of the chassis frame, insulating material 17 of rubber or the like is interposed between the shank of the bolts 14 and the members 5 and 6 as shown in Figure 3. As noted when the bolts and sleeves are made tight a unitary and rigid structure will be formed which will firmly keep the front end of the chassis firmly attached to the frame 2 of the motorcycle. In addition to the above mentioned means for tieing the chassis and motorcycle together another tie rod 18 is used to fasten the rear vertical member 19 of the front frame 2 to the cross member 4 of the chassis.